(c) Yes, Sir. Airspace available to military and civil aircraft is 35% and 65% of the total of the Indian airspace respectively.

(d) Discussion with Indian Air Force on air safety measures have taken place from time to time including flexible use of airspace.

Enquiry into Air Deccan aircraft accident

650. SHRI K. KALAVENKATA RAO:
SHRI C. RAMACHANDRAIAH:
SHRIMATI KAMLA MANHAR:
SHRI ABANI ROY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the inaugural flight of Air Deccan caught fire at Hyderabad Airport due to the failure of engine; and

(b) whether Government have instituted an inquiry into the incident and grounded/cancelled the licence of Air Deccan till the Inquiry Committee report is received and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDI): (a) and (b) On 24.9.2003, the left engine of ATR 42 aircraft VT-ADB, owned by Avions De Transport Regional (ATR) and operated by M/s Air Deccan Private Limited, caught fire at Hyderabad Airport. Government has ordered an investigation into the incident. Appropriate action would be taken on the basis of findings and recommendations of the investigation report.

Anti-hijacking measures by AI and IA

651. SHRI RAMA MUNI REDDY SIRIGIREDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of anti-hijacking measures that Indian Airlines and Air India are adopting;

(b) whether it is a fact that according to the rules of the civil aviation, all commercial aircrafts should seal their cockpits as a measure against hijacking;

(c) whether it is also a fact that measures taken are not sufficient to meet the challenges from hijackers; and

(d) the reasons for not going in for US norms with regard to sealing of cockpits?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDI): (a) Indian Airlines and Air India are adopting the following anti-hijacking measures:-

(i) pre-embarkation security checks at airports;

(ii) locking of cockpit door of aircraft during operations;

(iii) deployment of Sky Marshals and domestic flights of Indian Airlines;

(iv) access control to aircraft by security staff of airli

(b) Yes, Sir. DGCA has mandated that all airplanes, having a door between the passenger and pilot compartment which are engaged in Scheduled Air Transport Services (passenger) or all cargo operations where provision is also available to carry passengers, should have a modified cockpit door which are able to resist forcible intrusion by unauthorized persons and be capable of withstanding impacts and to resist penetration by small arms fire and fragmentation devices. All applicable Indian operators have complied with this requirement.

(c) Security measures are as per the International Standards and recommended practices given in Annex 17 to the Convention on International Civil Aviation for safeguarding civil aviation against unlawful interference.

(d)The modification mandated by DGCA is in line with the US norms.

IA's contract with New India Assurance

†652. SHRI MOTILAL VORA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Assurance business of Indian Airlines for the year 2003-04 has once again been accorded to the New India Assurance Company;

†Original notice of the question was received in Hindi.